SUSTAINABLE TRANSPORT IN KAMPALA-UGANDA
(CONTEXT, INITIATIVES, CHALLENGES AND THE FUTURE)

During the
Berlin High level Dialogue on Implementation of Rio+20 on Sustainable Cities and Urban Transport.

18th-21st, June, 2013

Kayemba Patrick
Executive Director
First African Bicycle Information Organization - FABIO Uganda
Background information on Uganda and Kampala.

Introduction to FABIO

Sustainable Transport in Kampala
  Context, Potential, initiatives and challenges

Conclusion
With an estimated population of 35 million people, and growth of 3%, Uganda's population will rise to 50 million by 2030. Majority of this population is below the poor segment of society.

It is an agro based country which employs more than 80% of its population. Agriculture has become more and more less productive due to not only climate change but also limited political interest.
whereas 52% of the population is below 15 years, 22% are between 18-30 years, and 4.5% are above 60 years of age.

It is estimated that 380,000 youth (defined as those between 18-30 years) each year are released to the labor market to compete for an estimated 90,000 available jobs, which increasingly is leading to high levels of unemployment, frustrations among the youth.

Source: Uganda Bureau Statistics, 2006
- GKMA (Greater Kampala Metropolitan Area) contains 2.3 million inhabitants.

- It is expected to grow to 4.5 million in the next 15 years.

- It is experiencing high levels of urbanization and motorization following the global trends in the developing cities worldwide.
Local NGO of experts and agents of change for sustainable development through promoting sustainable transport solution.

It started in 1997 but restructured in 2006.

Vision - A society where people have access and use environmentally friendly, affordable and sustainable means of transport for improved quality of life.

Mission – To promote Active Transport for improved quality of life through Networking, Advocacy, bicycle accessibility, capacity building and awareness creation.
Capacity building of the boda boda operators.
Addressing the question of Affordability through the bicycle credit.
Advocacy and lobby for conducive cycling facilities, policies and programs.
Promote the transfer of expertise in Active transport technologies from the North to South.
Promote the culture of cycling for all including women and Children.
Uganda is experiencing high levels of rural-urban migration, making mobility in Kampala challenging.

Urban and land use planning in view of transport is majorly motoristic creating a city for cars rather than for people.

Transport facilities in the city take care of less than 10% of the urban people and 90% who walk and cycle do not have adequate facilities. The little space left is taken up by vendor and also full of open man halls.
Road Usage & Enforcement of traffic regulations

Infrastructure
- Very low road capacity
- Lack of an integrated and affordable public Transport system
- Lack of facilities for Pedestrians & Cyclists

- Traffic management
- Public Transport
- Parking management
Trips in GKMA are completed mainly by what one may call public transport, predominately 14-seat-minibuses ("matatus"). And of late Motor Cycles.

Despite the challenges indicated above the Bicycle which is the only faster sustainable alternative modes and many youth have taken advantage of it for income through Boda Boda (Bicycle taxi).

Cycling image in the city is low, different cultures have limited especially women to ride bikes.

Low bicycle Technology Development
Kampala during Rush hours
KAMPALA’S traffic jams delays people to arrive at their destinations, and costs the economy shs. 500m (150,000 euro) every day.

According to the State of Environment Report for Uganda 2008, the city experiences jams because of the huge rise in motorization which is not been accompanied by infrastructure facilities.

For instance, during “peak hours – given that half of the 375,324 vehicles registered in 2008 are in Kampala, and each uses a minimum of one ltr of petrol in traffic jam every day, at shs 3500 (1.2 Euro) per ltr, this translates into losses of more than sh500m (150,000 euro) per day.”

(National road safety report 2010)
SAFETY ISSUES

- In the year 2010 24,000 road accidents were reported.
- 39% of the fatalities are pedestrians
- 32% Passengers
- 29% others which include motor cyclists, pedal cyclist and drivers.

This is one of the highest in the world.
The journey for transformation transport in Kampala by the Ministry of Works and Transport started in 2004 with the National Transport master plan and plans for GKMA.

In this document Active transport or NMT was mentioned in a paragraph.
Exposure Visits for the high level policy maker and planners to Netherlands, Bogota and New York enabled them to open up to sustainable transport solutions. It was lead by Director of National Transport then Dr. Itazi and this was organized by FABIO, ITDP-Europe then and the world Bank.

Cycle tours by the team were organized in all the different parts visited.
A pre-feasibility study was commissioned, pilot corridors were selected and now it is in its final stages of feasibility study and detailed design.

Important to note is FABIO is actively involved to ensure integration of Active Transport.
Kampala is moving toward this

Other than this
With Assistance from UNEP and FABIO The Ministry just launched the National NMT Policy to guide the integration of Active Transport in the country’s transport projects.
Car Free Day Kampala 2012

16th December 2012
Yusuf Lule Road

Training of CFD Volunteers
The Ministry of Works and Transport Played a significant role including but not limited to providing lunch to whoever participated.
KCCA Leads the NMT Pilot project implementation, it is a showcase Project with support from UNEP and UN Habitat
KAMPALA IS ONE OF THE GEF SUSTAINABLE TRANSPORT IN EAST AFRICA PROJECT –

- 2.8 million US Dollar for 2011 to 2015
- Kampala, Nairobi and Addis Ababa – development of options towards sustainable transport:
  - Bus Rapid Transport (incl. feeder service concept)
  - Improvement of existing public transport services
  - Non-motorised transport improvements
  - Traffic Management
- Feasibility studies
- Capacity building
- Regional network
CHALLENGES

- Road Usage & Enforcement of traffic regulations
- Infrastructure
  - Very low road capacity
  - Lack of an integrated and affordable public Transport system
  - Lack of facilities for Pedestrians & Cyclists
  - Low image and low bicycle technology development
- Traffic management
- Public Transport
- Parking management
CONCLUSION

- It is possible to have good implementation of sustainable transport solution if only there is consistent political will.
- Participation of the citizen to determine the city they want is a very key strategy for sustainable development and transformation of society.
- Sensitization for change of attitude and behavior of all road users is a key strategy that should be invested in.
- Low expertise in the developing countries is one issue that will ensure sustainability.
- There is need to reconsider the role of civil society considering its location and values.
- There is need to consider different options for different context considering the different stages of development.
THINK BIG AND PROMOTE CYCLING

Thank you for Listening and have a good day